MAY-JUNE 1990
VOLUME 9 NUMBER 3

Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE

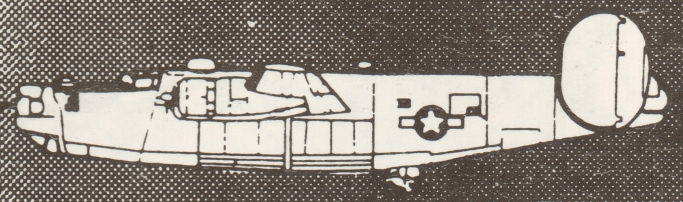
YANKEE AIR FORCE

Also in this issue...

- ✪ **"The Unknown Soldier"**
- ✪ **John Magee's "High Flight"**
- ✪ **Grumman Avenger**

...and more!

Yankee WINGS



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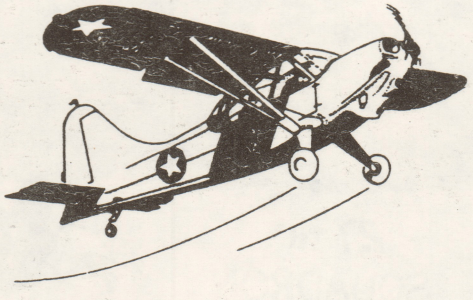
High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, --and done a hundred things
You have not dreamed of --wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark, or even eagle flew--
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

- John Magee



ON THE COVER

Artist **Jim Serdenis** portrays Frank Luke, one of just six World War I aviators awarded the Medal of Honor. In 17 days he shot down 18 enemy aircraft and balloons, twice getting five in a mission. He died in a shoot-out with German troops after he was shot down on September 29, 1918.

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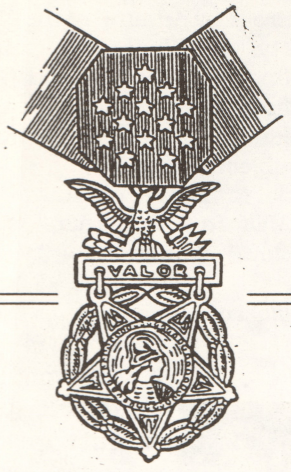


Uncommon Valor ~ The Men and The Medal

THE UNKNOWN SOLDIER

by John Syler and Jim Hanford

At its conclusion, the Great War was truly believed to be "the war to end all wars". It was only with the onset of another, even more wide-spread conflict, that a distinction was made between World War I (1914-1918) and World War II (1939-1945).

When hostilities ceased in 1918, those who had been spared returned home to take up their interrupted life's work. They left behind thousands of white crosses and Stars of David denoting fallen comrades who had made the supreme sacrifice for their nation. Of those who lay in marked graves, their loved ones had at least the consolation of knowing exactly where their remains were. Yet hundreds more lay beneath unlabeled markers, because their remains were not identifiable.

Unlike the war in Southeast Asia, where American dead were usually returned directly to the United States for burial, the battle dead of prior wars were originally buried near where they had fallen. Many were initially buried in shallow graves, which could be disturbed by the tide of battle. Jungle heat, rain and mud often rotted uniforms, and disintegrated papers and other objects the soldier carried. Experts of the American Graves Registration Service took elaborate measures to identify every body. Pathologists, dental technicians, chemists and finger-print experts were called to help identify bodies with no dog tags or other positive identification. Metal objects were treated with diluted hydrochloric acid to remove rust. Writing was rendered legible by treating it with an aluminum sulfide solution. Sometimes a ring, a watch, a laundry mark, dental work or birthmarks yielded clues to identification. But when all these methods had failed, an affidavit was signed stating that the body was unidentifiable.

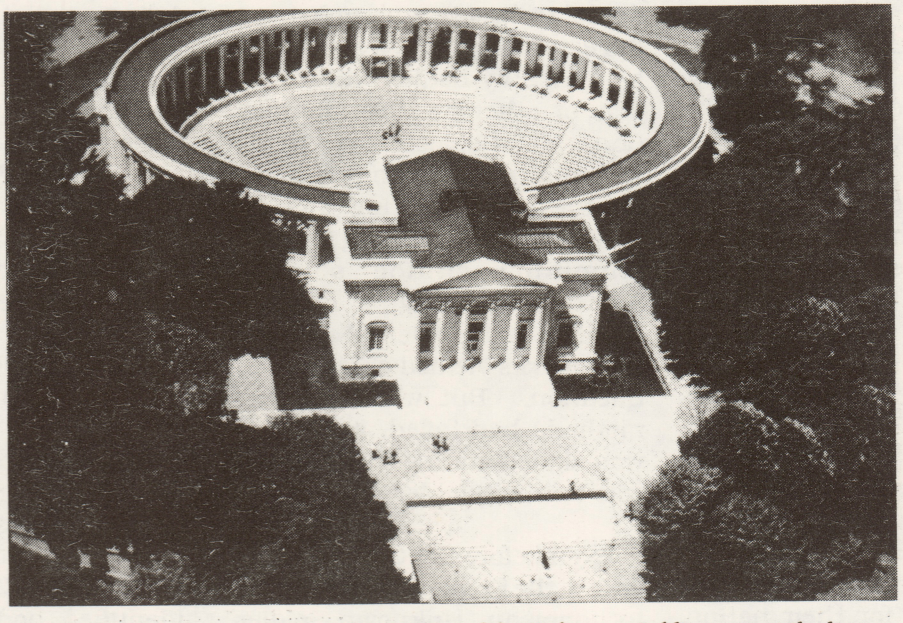
Even before the Great War had ended, the French had made plans to honor an "Unknown Soldier". Other Allied nations followed, and on March 4, 1921, the United States Congress approved a resolution providing for the burial in Arlington National Cemetary of an unknown and unidentifiable American soldier. To this day, no one knows why the term "soldier" was used, although it was probably because WWI naval, marine and aviation casualties were relatively light. In all, the infantry lost 79,359 dead, of whom 1,648 were never identified. To the Quartermaster Corps was given the task of selecting one of these men to be buried at Arlington.

Four cemeteries lay astride what had been the main front in France; at Aisne-Marne, Meuse-Argonne, Somme, and St. Mihiel. On October 21, 1921, one unidentified body was disinterred from each of the four French cemetaries. The flag-draped coffins were escorted by honor guards

Honor Guards from the U.S. Army's Third Infantry Regiment, "The President's Own", guard the Tombs continuously, day and night. The Tomb of the Unknown Soldier of WWI is at the center, and simple marble slabs commemorate the Unknowns of WWII and Korea.

to the Hotel de Ville at Chalons-sur-Marne. They were placed upon four catafalques, and the burial papers accompanying the coffins were destroyed. Before dawn on October 24, an honor guard of French and American soldiers executed an order to rearrange the coffins. The unknowns now lay in complete anonymity.

At ten o'clock that morning, Sergeant Edward F. Younger of Chicago, Illinois, was ordered to report to the hotel for the purpose of selecting the Unknown Soldier. Younger had fought through the war as a private, corporal, and sergeant, and was twice wounded. He walked around the coffins twice, then paused before one, and lay upon it a spray of white roses.



The Amphitheater at Arlington. The Tombs of the Unknown Soldiers are at the lower center.

Three hours later, our Unknown Soldier was borne through the streets of Chalons-sur-Marne to a funeral train which had a special car provided by the French Government, to carry him to Le Havre. There the casket was transferred to the cruiser *USS Olympia*, a veteran of Manila Bay. The destroyer *USS Reuben James*, which would later be sunk by a Nazi U-boat in WWII, provided as escort. On arrival November 9 in Washington D.C., the hero lay in state beneath the Capitol dome until Armistice Day, November 11, 1921.

Following the gun caisson which bore the Unknown on the final leg of his journey to Arlington Cemetery was an impressive cortege. President Harding marched alone, followed by the Vice President; the Chief Justice of the Supreme Court; the Associate Justices, marching four abreast; members of the Cabinet; Governors of States; Senators; winners of the Medal of Honor from several wars; and representatives of the Army, led by General Pershing. Meanwhile a reverent crowd had gathered at the amphitheater in Arlington Cemetery. Most of the friendly nations of the world were represented, as were the states of the Union. There were also many relatives of war dead recorded as unidentified; many a Gold Star mother wondered, "Is he my son?"

After appropriate remarks by the President, he stepped up to the casket and presented the fallen warrior with the Medal of Honor and the Distinguished Service Cross, the Nation's two highest honors for valor. Immediately after that, the Unknown Soldier received the following honors from Allied nations:

Medaille Militaire and the *Croix de Guerre* of France, presented by Marshal Foch.
Croix de Guerre of Belgium.
Victoria Cross by Admiral of the Fleet Earl Beatty, with the Earl of Craven representing the King of England. (This was the first time the Victoria Cross was presented to any person not a British subject.)
Gold Medal for Bravery of Italy.
Virtutea Militara of Rumania
Czecho-Slovak War Cross of Czechoslovakia.
Viruti Militari of Poland.

A note of idealism permeated the solemn ceremony. Through this rite millions across the land believed that they were saying farewell to war. In fact, the following day an international arms limitation conference was scheduled to open amid hopes that a way would be found toward total disarmament. Unfortunately, such a promise was not to be fulfilled in the 20th Century thus far.

Because of the Korean War, the interment of the WWII Unknown Soldier was delayed until May 28, 1958, when both he and the Korean War Unknown were enshrined at the same time. To assure that the WWII Unknown represented both the European and Pacific Theaters of Operations, the selection process was more complex than had occurred 37 years earlier.

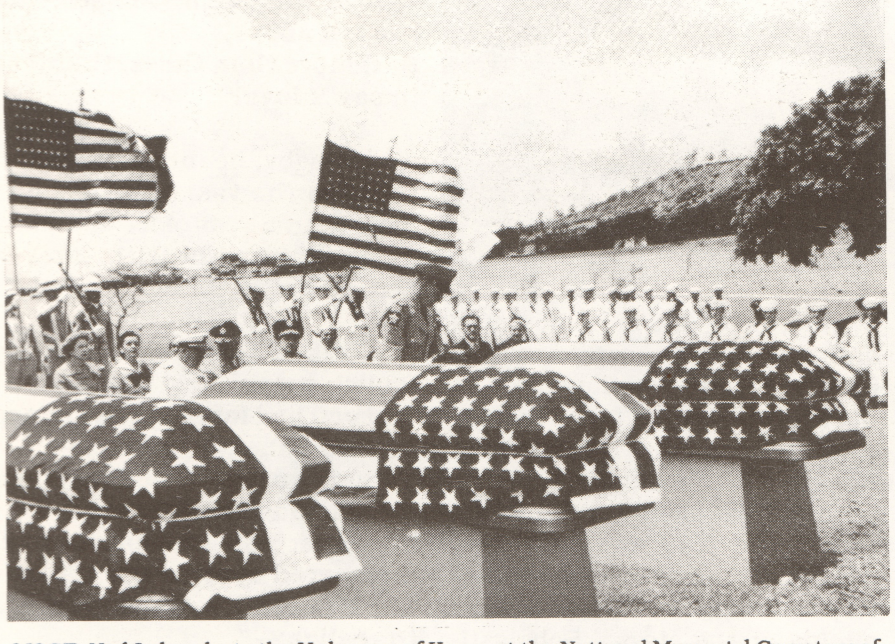
Thirteen unidentified bodies were disinterred from American cemeteries in Europe and North Africa. After examination by

morticians to confirm that they were unidentifiable, they were assembled at the American cemetery at Epinal, France, where the selection of the ETO representative was made. Concurrently unidentified bodies were disinterred from six cemeteries in the Philippines and Hawaii. They were transported to Hawaii, and at the U.S. Military Cemetery known as "The Punchbowl", a PTO representative was selected.

The caskets of the two unknown WWII dead were transported with the Korean Unknown to the guided missile cruiser *USS Canberra*, steaming off the coast of Virginia. On board, the final selection of a WWII Unknown was made by Hospitalman 1st Class William R. Charette, a Medal of Honor holder. The Unknowns of WWII and Korea were transferred ashore, and lay in state in the Capitol for two days. The Unknown not selected was buried at sea.

On Memorial Day, 1958, the two flag-draped caskets were placed on identical caissons. Escorted by servicemen and representative units of all the Armed Forces, they were drawn in a solemn military procession to Arlington National Cemetery, and there interred next to the Unknown Soldier of WWI.

It seems altogether fitting that these fallen warriors were seen to their final resting place by the President of the United States. Each President, in his turn, acts as the symbolic next-of-kin of each of the unknowns. He is the representative of the American people, for whom these servicemen gave not only "the last full measure of devotion," but lastly, even their identity.



MSGT. Ned Lyle selects the Unknown of Korea at the National Memorial Cemetery of the Pacific, known as the "Punchbowl", in Hawaii, May, 1958.

What has this to do with the Medal of Honor? Upon each unknown has been conferred, posthumously, the Medal of Honor, as well as the highest decorations of many of our Allies. Likewise, the Unknown Soldiers of Allied nations have had the Medal of Honor awarded to them.

They rest in peace, forever young, forever faithful, forever devoted; guarded around the clock by the young men of today's Army. They represent the known and especially, the unknown, war dead. They are our fathers, our brothers, our sons and husbands. They rest beneath a marble tablet which reads:

HERE RESTS IN
HONORED GLORY
AN AMERICAN
SOLDIER
KNOWN BUT TO GOD
✪

"Behind the Scenes" Tours to Resume at USAFM

Escorted tours of the Restoration, Collection Management, and Exhibits Divisions in Hangar 4, about 1-1/2 miles from the U.S. Air Force Museum, are scheduled each Friday in June, July and August 1990. On these tours, guests have an opportunity to watch museum craftsmen restore aircraft, preserve artifacts, and construct new exhibits. The largest project currently in progress is the renovation of the first official Presidential aircraft, FDR's C-54, *The Sacred Cow*.

Tours begin at 1:00 p.m. and end about 2:30 p.m. with an additional tour offered at 10 a.m. July 20, in conjunction with the Dayton Air Show. Participants must be at least 12 years old, and those under 18 must be accompanied by an adult. Tour size is limited to 40, all of whom must use the museum bus. Reservations are required, and are accepted starting at 9:00 a.m. on the Saturday before the scheduled tour, by calling the museum at (513) 255-3286. No group reservations, or those requested prior to the week of the tour, will be accepted.

Security Note:
Remember ~ No smoking in the hangar area.

John Magee's

"HIGH FLIGHT"

by Dick Melton

"Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings..."

Thus begins a sonnet that is perhaps the most widely recognized hymn to the hoy of manned flight known to the English-speaking world. Its author, nineteen-year-old American RCAF Pilot-Officer John Magee, scribbled its fourteen lines on the back of a letter to his parents in September of 1941. It was prompted by his feelings after some thirty flight hours of training in high-performance Spitfires with a newly-formed RCAF fighter squadron in Lincolnshire, England.

Less than three months later, he lost his life in a mid-air collision.

Many aviation enthusiasts know all this. But what about the man himself? What was he like, this poet-turned-pilot? *What inspired him to write "High Flight"?*

The Boy

Born in Shanghai on June 9, 1922, John Gillespie Magee was the son of a Scotch-Irish father and an English mother. His father, an American Episcopal missionary in China, bestowed his own full name on the boy without adding the customary "Junior" to it. The boy's elders solved the identical name problem very simply by nicknaming the youth "Ian".

With the exception of a long summer spent in kindergarten in Japan, most of the lad's first decade was spent in China, where he attended the American cooperative school at Nanking. When he was nine, however, his parents moved to Kent in southeastern England, and he attended an exclusive private preparatory school. At that school, English boys were readied to enter "name" universities and later, public life.

John Gillespie Magee, Jr.
1922-1941

At Nanking and at Kent, young John's teachers observed that he learned faster than the others in his classes, but he failed to concentrate on details. He learned to play the piano creditably in a single term, but resisted the routine of learning to read musical notes. As the headmaster of the preparatory school put it, "He was always aiming at the stars. Scholastically, he was far above average, but his ... disposition would not allow him to concentrate on details."

At thirteen, John Magee went to Rugby. There he discovered poetry and began to write... and to think. He liked Rugby and did well in his studies for three of his four years there. His housemaster described him as "intelligent, emotional, keen" and a few other adjectives not quite so complimentary. In his fourth and final year at Rugby, however, he was described by his teachers as "careless," "deliberately idle," and "very poor." Later, he explained the reason for his poor scholastic showing. "I decided to renounce that system (at Rugby) and work for what I considered to be my own good. It was not a very great success, but I feel that I profited by the experiment."

The embryo poet in John Magee began to blossom out at Rugby. According to his headmaster, "He began writing poetry of a sincerity and extravagance which mirrored his nature." Before he was seventeen, he expressed his feelings for life in a poem that ended:

"I love the earth, the sea, the heaven above,
But, more than these, the right to say 'I love!'"

At Rugby, he met a girl a year older than he was... a girl who was more than a year older in maturity... with whom he fell in love. Of her, he wrote:

"I think if God had heard my foolish prayer,
And you had loved me as I hoped you would:...
...Then on some cool and secret-shadowed night
I'd wake, and find in your remembered eyes
The strange new truth I'd longed to realize —"

John was rushing headlong into life with all the enthusiasm... and all the doubts... of an imaginative, sensitive and impressionable teenaged dreamer. In his last year at Rugby, he wrote to his parents, "Now is the time when a boy sees life at its best, untainted by the sordidness of age. ...If I were to die tomorrow, how much of Beauty would I have seen? Pathetically little. ...Plenty of time, we say, for Beauty afterwards. But suppose there is no 'afterwards'?"

In the summer of 1939, John crossed the Atlantic to visit Amer-

ica with the intention of returning to England to finish his final year at Rugby in the fall. After a brief interval at Martha's Vineyard with family friends, he lived with an Aunt and Uncle in their Pittsburgh apartment, where he had visited when he was twelve. Soon, the teenager's life became a whirlwind of girls, parties and spending his Aunt's and Uncle's money.

Eventually, of course, there came a day of reckoning, and a contrite John Magee promised to turn over a new leaf. Finding it impossible to return to England, because of the approach of World War II, John decided to continue his education at the Avon School near Hartford, Connecticut.

Soon, the seventeen-year-old's loneliness manifested itself in a stuffy, superior air of sulky boredom with the America he had experienced. Eventually, however, he did make friends with a small clique of "intellectual" classmates, but he continued to pine for England. He also found some degree of pleasure in writing poetry and publishing it in the college printing shop.

The outbreak of World War II in Europe on September 3, 1939, caught the youth in a moral dilemma. He was an avowed pacifist, the result of examples set by many of his intellectual friends on both sides of the Atlantic. But the peril that threatened England, the country where he had spent his happiest growing years, also threatened his pacifist resolve. One spring afternoon in 1940, John casually mentioned to a friend that he thought he "might" join the RAF. In a letter to a former teacher about his teenaged flings, he wrote, "I feel now as if I had been trying to stave off somehow the manhood I felt coming upon me all too quickly. Suddenly I realized that *I didn't want to grow up.*"

The Fighter Pilot

In September 1940, he backed his words with action, going to Canada and submitting his application for the RCAF in Montreal. The following month, after gaining enough weight to pass the physical, he became Aircraftsman Second Grade John Magee of the Royal Canadian Air Force.

Suffering through a brief holding period in Toronto and a longer one in Trenton, Ontario, John finally arrived at the Elementary Flying School at St. Catherine's, Ontario in January, 1941. Following six hours of dual instruction in a Fleet primary trainer (ten to twelve hours was the normal requirement), John soloed.

After his twenty-hour flight check, he advanced to the aerobatics phase of training – loops, slow rolls, the split-S, chandelles and Immelmans. He also gained some five hours of simulated instrument flight training in the hood-covered rear cockpit of the Fleet trainer.

"...I have found my place in the sun!"

Early in March 1941, John passed his fifty-hour flight check and his final ground school exams. But instead of moving on to a Service Training Squadron, John and the rest of his group were held over for another fifty flight hours of an experimental course designed to give them a taste of formation flying, advanced aerobatics and simulated aerial combat (or dogfighting) in the Fleet trainers. They also got some impromptu practice in buzzing some army troops holding maneuvers at Niagara-on-the-Lake.

Soon, however, John would get enough opportunity for this type of aerial fun. At the end of March, he was hustled off to the Service Flying School at Uplands, Ottawa. There he was introduced to the Harvard advanced trainer, built by North American and called the "Texan" in the United States (AT-6 in the AAF; SNJ in the Navy).

Before he was allowed to fly the Harvard, John had to put in ten hours in the Yale intermediate trainer, a plane similar to the Harvard but with a fixed landing gear (in contrast to the Harvard's retractable gear) and about a third less horsepower.

But when he did get to fly the Harvard, he discovered that a whole new realm of aerial thrills awaited. One day, his instructor flew him to a large remote lake north of Ottawa and treated him to forty-five minutes of what John called, "...the most thrilling low flying exhibition I have ever dreamed of." With the Harvard in a nearly vertical bank, they flew between two massive rocks that John estimated to be about ten feet apart, did three slow rolls in succession not eighty feet off the water, and dove vertically for about 500 feet down a rocky precipice to level off at high speed just above the surface of the lake. It was a superb, breathtakingly dangerous "buzz job" of the type that most aviators with even just a touch of fighter in their veins have done at least once. And for John Magee, it entrenched an overwhelming urge to fly.

Later, John tangled in a mock dogfight with a Grumman Gulfhawk from a fighter squadron training nearby. Time and time again, he "lost" to the more powerful, more maneuverable stubby biplane and its more experienced pilot. It was a priceless lesson for the young student pilot.

The discovery of the unique thrill and satisfaction of flight in high performance aircraft made

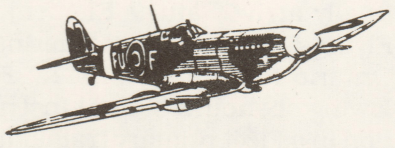
its indelible mark on John. To a friend and former teacher, he wrote, "I have found my place in the sun! I am finding that flying has really been in my blood all the time, and I didn't know it."

Not all flying was pure pleasure, though. A series of mishaps with the coveted aviator's wings only weeks away caused him to wonder whether he would receive those wings and an officer's commission. In a short span of time, he ran out of gas and made a forced landing at a remote mountain village that was without a single telephone which he could use to report the incident; missed a night-flying assignment; got written up for engaging in an unauthorized dogfight; stalled out too high on a night landing and totaled the Harvard without getting even a scratch; and clipped the roof of the runway control officer's car while making a dead-stick landing.

But despite these blots on his record, John did get to take his final flight check and ground school exams... and scored second-highest in the flight test, second-highest in Armament and highest in Navigation.

Then, with all his tests finished, he and another pilot took a two-plane cross-country flight to another Ontario flying school. On the way there and back, they indulged in just about every forbidden flight activity in the book. As a result, the number of John's plane was reported by the occupant of a farmhouse that John had buzzed. When he got back to his home base, the Commanding Officer angrily threatened to wash him out. But after checking the results of the ground school final tests, which had just been posted, the C.O. slapped John on the back, congratulated him on coming in first overall in his class and cautioned him, "Remember that the crime is not in the doing but in the getting caught!"

Early in June, John received his RCAF wings and the officer's commission that he had earlier despaired of. After a ten-day leave in Washington and Pittsburgh to visit family and friends, John sailed from Montreal to England, where he was sent to a training camp in South Wales. There, he sought out the mature young lady



who had captured his heart during his first year at Rugby almost six years earlier. Despite his countless conquests in America, he could still write of her, "Really I think she must be the girl for me. But I foresee many years of hard work before I win her heart."

In turn, she wrote her thoughts of him at that time. "In spite of the pipe and moustache, he still seemed extraordinarily young." She was obviously fond of this youth forced to turn into manhood... but not in the manner he had hoped for.

At the training camp in South Wales, John checked out in Spitfires and promptly got in more flight time than anyone else in his flight. "I could rhapsodize for pages about the Spitfire," he wrote. "It is a thrilling and at the same time terrifying aircraft."

Once he was assigned to a "Spit" that hadn't yet received its squadron markings. Making the most of the opportunity that the anonymity of an unmarked plane afforded, he proceeded to buzz some nearby acquaintances and relatives, leaving a strip of elevator fabric on a bramble bush outside his grandmother's home!

By mid-September, John had completed his training and was considered ready for combat duty. He was assigned to 412 Squadron, an all-Canadian unit that had just been formed. He joined them at the Royal Air Force Station, Digby, a permanent RAF base about a hundred miles north of London in Lincolnshire County, built before the war began.

A few days after his arrival, while flying at 30,000 feet, the first lines of a verse that conveyed his feelings in that high and clear rarified air came to his mind. After he landed, he wrote the entire verse of "High Flight" on the back of a letter he was preparing to send to his parents in America. "I though it might interest you," he explained apologetically.

John's duties involved either a dawn or dusk patrol and long hours in the dispersal hut, waiting for a "scramble" — a sprint to a waiting Spitfire, donning a parachute, helmet and oxygen mask, falling into the cockpit and getting the plane into the air in any convenient direction, all within as little time as possible. After the helter-skelter takeoffs, the flight would join up en route to whatever danger might await.

His personal orderly ("batman" in traditional British military parlance) wasn't highly impressed with John initially. "The first time I met... Magee, I thought to myself what a sissy they have given me now. (But)... as time wore on, he changed. He was a grand flier, crazy on flying, plenty of guts..."

On November 8, John got his first taste of actual aerial combat after a month of flying a series of inconclusive scrambles and fighter sweeps. Over Europe, his flight was jumped from out of the sun by a large group of Messerschmitt

Me-109s. His flight leader and two other pilots were shot down — the first losses the new squadron had suffered.

In the conflict that followed, John managed to fire a burst at one of the German fighters but had no opportunity to confirm a victory. He was too busy dodging the tracers of a second German fighter behind him.

412 Squadron suffered more losses in the next few weeks, causing John to write, "It is indeed a weird and chilly thing to see someone you know and live with go down in smoke."

"It is a thrilling and at the same time terrifying aircraft."

When not flying combat missions, the squadron worked on becoming night operational. As John remarked, "...we'll be having two chances a day to build up a score." At that time, however, night-fighting tactics and equipment were in their infancy. The Spitfires had no airborne intercept radar aboard, so pilots were directed to their targets by fighter director stations on the ground or by the even more primitive guidance of searchlights illuminating the prey. The odds against scoring a night kill were astronomical, but John believed there was at least an outside chance.

Early in December, the weather worsened and the German attacks on England subsided. As a result, Squadron 412 took the offensive with fighter sweeps over Europe. John was promoted to section leader (a section is a four-plane unit working together as a team) on a number of these sorties.

During his spare time, he wrote to thank his Aunt Mary for her offer to serve as his literary agent. "It is very kind of you, but I assure you that there will not be any more." Was that a premonition?

On Thursday, December 11, 1941 — less than a week after the America he knew so little of was plunged into the global conflict — John was airborne on a local training flight. Coming out of a cloud, he collided with another plane. Both planes crashed. Both pilots perished. Two days later, Pilot-Officer John Gillespie Magee was buried with full Service Honors at nearby Scopwick Cemetery. The coffin was carried by officers of his squadron.

Later, the young lady whom he had courted for so long in vain placed John Magee's life in perspective this way. "He liked to live at full speed and danger only made life more thrilling. I don't think he could have borne to grow old. I think he had found out how to live, and loved being alive so much that I think he could not have been afraid of death."

Another of John's poems, written after "High Flight" and dedicated to those who fell in the Battle of Britain, perhaps confirms her analysis. It ends:

"Do these, who help the quickened pulse run slowly,
Whose stern, remembered image cools the brow,
Till the far dawn of Victory, know only
Night's darkness, and Valhalla's silence now?"

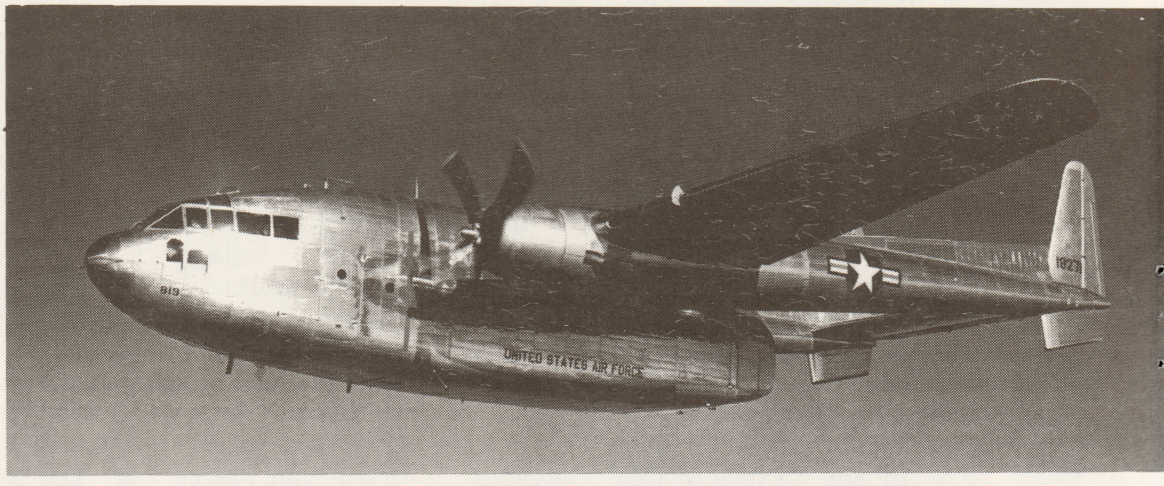
Writer's Note: This article is based primarily on the book, *Sunward I've Climbed — The Story of John Magee, Poet and Soldier, 1922-1941* by Hermann Hagedorn. ✪

~ OSWALD BOELKE ~

Scored 40 victories and was considered

The Father of Air Combat

2



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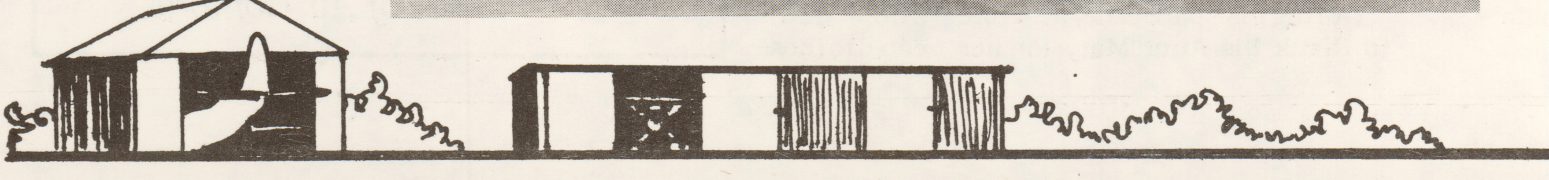
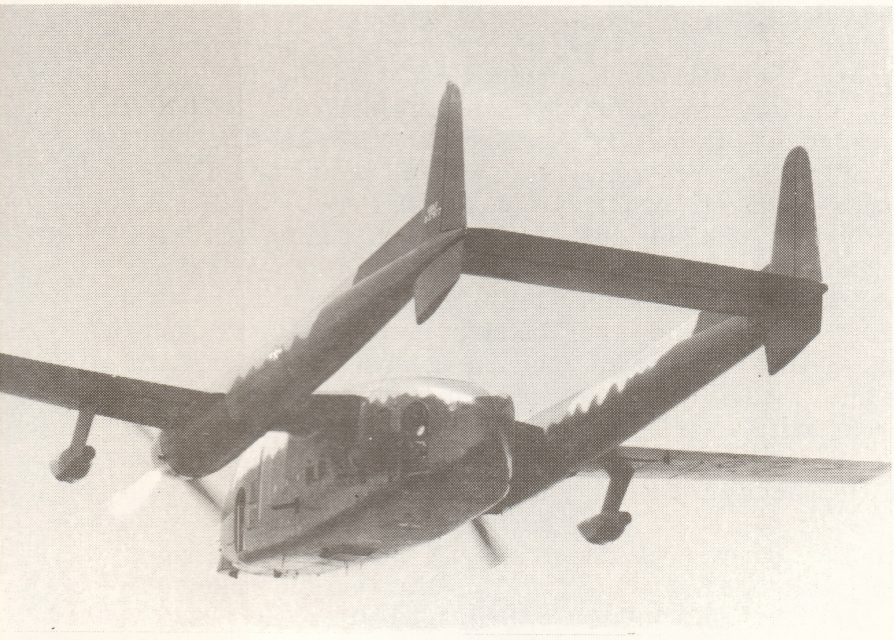


Aircraft by Fairchild

The Fairchild Engine and Airplane Corporation of Hagerstown, Maryland, was a lesser-known producer of military cargo, transport and training aircraft from the late 1920's until the late 1950's. It was founded by Sherman Mills Fairchild (1896-1971), who has been called the "father of aerial mapping photography" for his many camera inventions. He also developed a radio compass and a hydraulic landing gear, as well as the first aircraft to have an enclosed cockpit, the FC-1. Other military types included the 1929 C-8, the PT-19/23 primary trainer (1941), the UC-61 transport (1941), the AT-11 "Gunner" gunnery trainer (1942), the C-123 "Provider" transport, and the twin-boom transport series, C-82/119. There is a local connection in that examples of transport series, C-119 and the C-123 were produced in the Kaiser-Fraser plant, which was formerly the Ford bomber plant, at Willow Run, Michigan.



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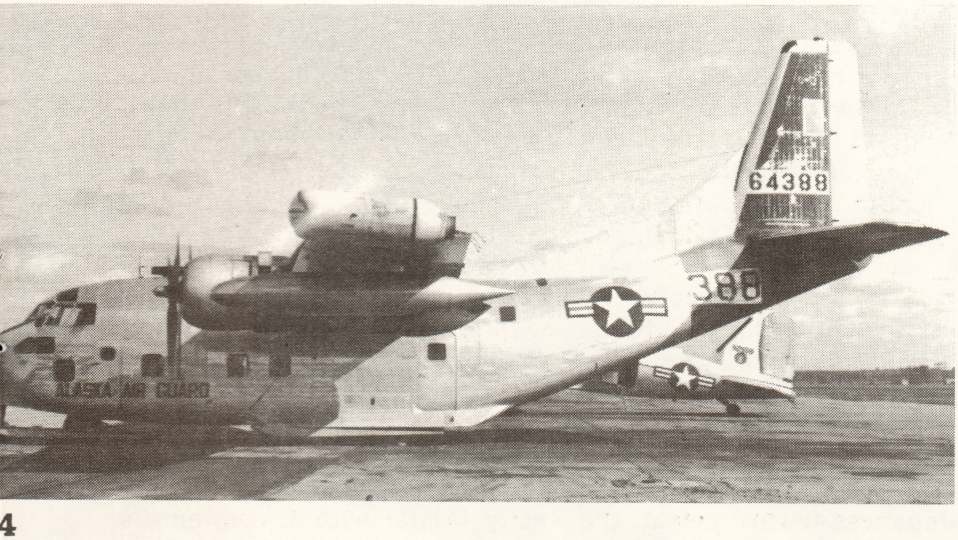

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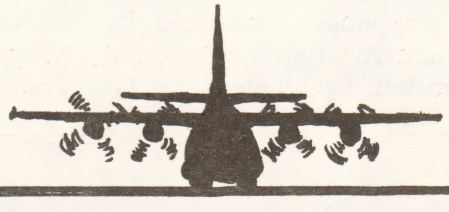
1 A total of 220 C-82A "Packets" were delivered between the end of 1945 and the fall of 1948. Five were assigned to the Berlin Air Lift, primarily to carry vehicles into the city.

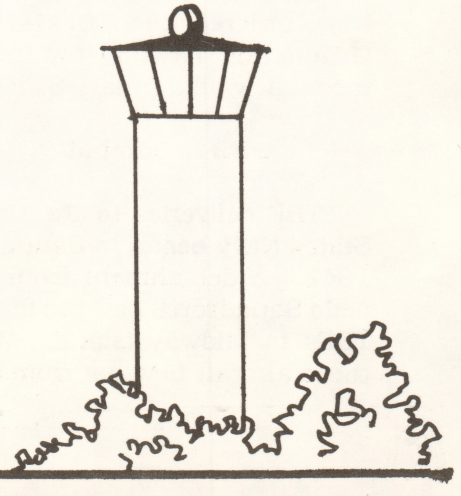
2 The C-119 Series evolved from the C-82 design. A total of 1038 C-119B, C, F and G models were produced by Fairchild and by the Kaiser Manufacturing Company at Willow Run.

3 Fairchild AC-119K gunship.

4 The C-123 evolved from the XCG-20 cargo glider produced by Chase Aircraft in 1949. Chase built five at Willow Run, but difficulties with Kaiser-Fraser resulted in the business being re-sourced to Fairchild. (Fairchild Photo by James Minnich.)

5 56-4388 was a C-123B with a modified undercarriage for snow operations, and wingtip-mounted turbojet pods. (USAF)





TALE SPINS

by Jack Stankrauff

Versatile Torpedo Bomber

Achieving an excellent World War II record as a combat aircraft equipped with torpedos, rockets, depth charges and bombs, the TBF and TBM Avenger served aboard aircraft carriers and flew from land bases all over the globe. This unsurpassed torpedo bomber was instrumental in the United States' and Allied victories over the Axis on the world's high seas.

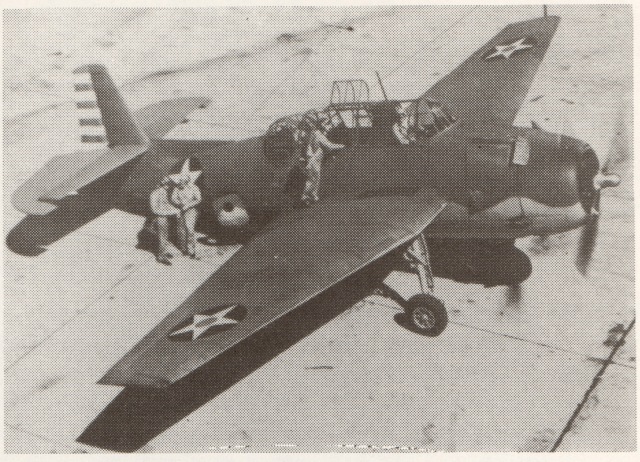
Beginning

In 1939, the United States Navy was seeking a replacement for its TBD-1 Devastator which lacked speed range. The Navy specified that its replacement should operate from aircraft carriers with torpedo bombing, horizontal bom' 'ng and reconnaissance capabilities. Grumman was awarded the contract and its XTBF-1 prototype took wing on August 7, 1941 flown by test pilot Bob Hall. Interestingly, the centerpiece at the Grumman Plant's open house on December 7, 1941 was that new prototype. They were unaware of the Japanese attack on Pearl Harbor 5,000 miles away!

On December 23, 1941, the Navy ordered 284 TBF-1s from Grumman. The first production model flew on January 3, 1942.

First Combat

TBF deliveries to the United States Navy began in January of 1942. A detachment from Torpedo Squadron 8 flew the first six TBFs to Midway Island. When these aircraft flew out from Midway to fight the oncoming Japanese fleet, five were shot down. A very bad beginning, indeed! Nevertheless, the new torpedo bomber was named "Avenger" after that battle.



Torpedo Eight pilots inspect one of the first TBF-1s delivered to the Navy, January/February 1942. (Grumman)

Pilots and aircraft of VT-8 later fought the "Tokyo Express," a shuttle service of enemy destroyers which plagued American troops on Guadalcanal in 1942. Avengers made combat aviation history across the Pacific including the Gilberts, Marshalls, Solomons, Philippine Sea (where TBFs sank Japan's biggest battleship, the *Yamato*), Truk, Okinawa, Formosa, and finally, the Japanese home islands.

Atlantic Convoy Duty

In the Atlantic, the Avenger was the bane of German U-Boat commanders. Allied convoys sailing the Atlantic were protected by small escort carriers equipped with Hellcats, Wildcats, and Avengers. Usually a surfaced U-Boat would be strafed by Hellcat or Wildcat fighters and forced to submerge. Then Avengers attacked with either depth charges or bombs. Some "Night Owl" TBFs equipped with radar (and turrets removed) flew 14-hour patrol missions. By May of 1945, 53 U-Boats had been sunk by escort carrier groups.

Avenger Statistics

As the Navy task forces pushed the Japanese toward defeat, the Avenger was one of the fleet's main aerial weapons. Produced by Grumman Aviation Engineering Corporation, Bethpage, Long Island, New York, the TBF-1 was powered by a Wright R-2600-8 engine with 1,700 hp. The TBF-1 boasted a maximum speed of 251 mph, cruising speed of 145 mph, and a service ceiling of 22,400 feet. Its initial rate of climb was 1,430 feet per minute. With a bomb or torpedo load, the dash 1 had a combat radius of 1,125 miles and an unloaded radius of 1,450 miles for scouting. The preceding data, of course, was improved with later variants with increased fuel capacities. Total fuel tank capacity in the wings and fuselage was 325 gallons. An extra bomb bay tank carrying 212 gallons was frequently installed for long patrol flights. In addition, various expendable bomb bay fuel tanks of from 58 gallons to 100 gallons were used. The TBF's wingspan was: 54 feet, 2 inches; length: 40 feet; height: 16 feet, 5 inches; empty weight: 10,545 pounds; and loaded weight: 17,895 pounds. Later variants had a service ceiling of 30,100 feet with a maximum speed of 267 mph at 16,500 feet.

Armament

While the Avenger didn't exactly bristle with firepower, its primary punch was its torpedo or bomb loads. Consequently, most Navy or Marine Corps TBFs and TBMs were escorted to and from

their targets by fighters.

The TBF's gun array was one .50-cal. machine gun mounted in the engine cowl, a .30-cal. machine gun in the power turret and a .30-cal. machine gun in the underside of the fuselage aft of the bomb bay. The ammunition capacities were: 300 rounds for the cowling machine gun, 400 rounds for the power turret and 500 rounds for the fuselage machine gun. Subsequent models had a 600-round capacity. Eventually, TBFs and TBMs would have two .50-cal. machine guns in the wings, replacing the cowl machine gun.

Most TBFs and TBMs carried one MK 13-1 or MK 13-2 torpedo, or one 1,600 pound bomb, or four 500 pound bombs, or 12 100 pound bombs. Carrying wing-mounted rockets, Avengers wreaked havoc on enemy shipping and ground targets.

Models

Twenty-six variants of the Avenger were built by Grumman and the Eastern Aircraft Corporation, a division of General Motors. (Grumman built 2,293 TBFs and Eastern built 7,545 TBMs under license.)

The type had few faults, but one production error is worth mentioning. A production worker inadvertently switched the "FLAPS" and the "LANDING GEAR" decals on several aircraft. Pilots first flying the new Avengers did not question these control decals until serious problems arose. An entire squadron was grounded before the problem was remedied. Needless to say, the employee was transferred to another department!

Models varied from the TBF-1 to the TBM-3 with stronger wings for ordnance, anti-submarine models (TBM-3W and TBM-3W2), TBF-1CP and TBM-1P photo-recon models, post-war TBM-3S and TBM-S2 anti-submarine models for Japan and Netherlands, TBM-3U for target-towing, and the TBM-3R, a seven-seat transport – U.S. Navy designation: C.O.D. or Carrier On-Board Delivery. The TBF-1D and TBM-1E, TBF-3C and TBM-3E were radar-equipped. In the 1946 post-war "operation Cadillac," radar-equipped TBM-3Ws using APS-20 sets were the first flying radar pickets to protect the fleet. This concept was later incorporated into standard tactics. The TBF-1 and TBM-3L carried searchlights.

Allied Service

Britain traded in their Barracudas for Avengers, which they used with great success in both the Atlantic and Pacific. They acquired 978 Avengers under Lend Lease, most of which saw service with the Royal Navy. British use of the Avenger was identical to the United States – for anti-submarine warfare, and to deliver torpedos and bombs against sea and land targets. A favorite tactic was to bomb enemy airfields at dusk, making repair overnight next to impossible. France, after World War II, used TBM-3s and TBM-3W2s as late as 1962. Canada, New Zealand and Uruguay used Avengers, too.

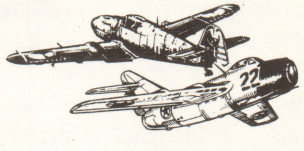
Flying the Avenger

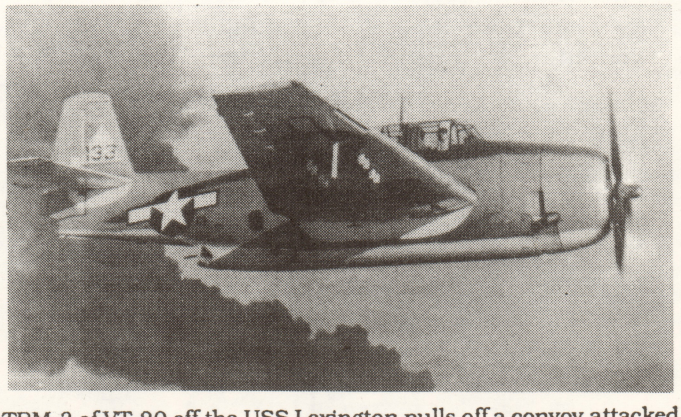
Pilots and crewmen liked the Avenger. It was very stable in flight, rugged enough to absorb battle damage, and roomy (long patrol flights were fatiguing). However, while flying the Avenger was a simple matter, some pilots groused about it being heavy on the controls. The Avenger was ideal for carrier use with the wings being folded to the rear. Aircraft carrier ordnance crews liked it, too. A well-trained, experienced team could load a torpedo into the bomb bay of an Avenger in three minutes.

A crew of three manned the Avenger. The pilot flew the aircraft and fired the cowl (or wing) machine guns. The tunnel gunner helped with navigation and performed the duty of bomb-aimer or torpedo-aimer. He rode below in the fuselage behind the bomb bay most of the combat flight, and fired the machine gun located in the rear bottom of the fuselage. The third crewman manned the upper rear power turret.

Peaceful Avengers

Today, TBF/TBMs fly peaceful missions as aerial firefighters, crop dusters and aerial reseeders of burned-out forests. Thus, the Avenger has served long and well in peacetime as well as in wartime. ✪





TBM-3 of VT-20 off the USS Lexington pulls off a convoy attacked in Camrahn Bay, French Indochina. Aircraft has zero-length rocket launchers beneath the wings. (R.M. Hill)

MUSEUMOLOGY

by Brian Rogers

B-24 Room

Between 1942 and 1945 nearly 7,000 B-24s were built at the Ford Motor Company Willow Run plant. It's appropriate, then, that an entire room at the Yankee Air Force Museum at Willow Run be devoted to displays commemorating that great airplane

Dominating the center of the Yankee Air Museum B-24 Room is a top turret which contained two 50 caliber machine guns. Next to the turret is a Sperry bombsight which was donated by Kenneth Staddart of Livonia, Michigan. Still hanging from the bombsight is a blue inspection tag saying the instrument had been accepted by Army Air Force inspector Andrew Matarazzo on May 1, 1944. Matarazzo's signature is still legible.

Hanging from the ceiling above the turret and the bombsight is a 22 gallon propeller anti-icing tank.

A display case along one wall of the B-24 Room contains many fascinating memorabilia. There is an 8-day aircraft clock donated by Murle Densmore of South Lyon, Michigan; another clock was donated by Harold Johnson of Plymouth, Michigan. Also given by Densmore is a gold second lieutenant's bar and a European Theater of Operations campaign ribbon. There are gunner's wings donated by Dan Lowes and aircrew member's wings provided by Walt Prpich.

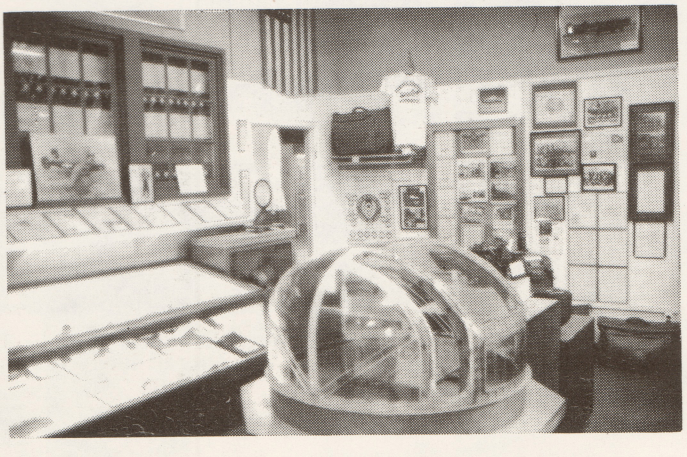
A damaged valve from a B-24 engine was given to Yankee Air Museum by LeRoy B. Duke of Gregory, Michigan. According to Duke, who was a member of the 776th Bomb Squadron, 461st Bomb Group, the airplane from which the valve was taken was based in Cerignola, Italy in 1944. "The pilot waited too long to feather the propeller when the engine failed over the Alps," said Duke, who kept the part as a souvenir.

A model B-24 on display was built in 1944 by Francis Johns of Wayne, Michigan while he was stationed with the 458th Bomb Group of the Eighth Air Force at Horsham St. Faith, Norich, England. Johns' photograph appears in a group crew picture.

Another displayed model was built by Phil Lundy of Livonia, Michigan.

Another case features a diorama built by John Jasmer. Also in the case are dead reckoning computers and B-24 crew headgear and earphones.

Also in the Yankee Air Museum B-24 Room is a B-4 flight bag that belonged to T/Sgt. Robert L. Myers. The bag was purchased at a garage sale and donated to the museum by Russ Maxwell.



A type E-1 bombardier's case was given by Charles Lingenfelter.

The photographs and framed remembrances adorning the B-24 Room's walls are too numerous to mention. But you can see them when you come to Willow Run. ✪

Progress Report From The Library

by Harold Sherman

As many of you know, the Library was originally located in a large room at the south end of the museum hallway, but when the museum needed extra space, the Library was displaced. For the past four years it has been jammed into the old electric shop/storage/furnace room on the west first floor of the hangar. At this time this room is overflowing with books and materials, while much more is stored in other parts of the hangar. However, the future is growing brighter, because the long promised space above the lunch/meeting room is approaching completion. It will not be done for awhile, but it is now time to start looking for library shelving.

In order for a library to function properly it needs adequate shelving, that can be adjusted for the size of the materials to be shelved. Consequently, plain wooden shelves or metal storage racks do not lend themselves to this purpose. Therefore, the Library is going to require 10 to 15 free standing metal, adjustable shelf, 84 inch by 37 inch by 12 inch bookcases. In addition, the Library will also need 25 to 30 metal 5-shelf storage racks that are 72-84 inch by 36 inch by 12 inch. If any member can provide information as to where these shelf units can be obtained at reasonable prices, or can arrange donations, please contact H. Sherman.

One other thing of importance. Over the years many books, manuals, and magazines have departed the Library without being properly checked-out. If anyone has borrowed materials this way, please return them to the Library as soon as possible. Thanks! ✪

BOARD REPORT

by Jim Hanford

At the May meeting of the Board, the B-17 restoration was a major topic, including approval of a ceiling on the total amount of monies which can be raised by the B-17 Restoration Sub-Unit, and authorization to obtain needed restoration parts.

The establishment of the B-17 Restoration Sub-Unit was authorized during the Board's April meeting. (For details of the sub-unit, see the March/April Yankee Wings, page 16.) After a month's review, it was felt necessary to establish an upper limit on the total dollar amount which the sub-unit may raise. A motion carried to establish this amount at $200,000.

Another motion, to authorize the expenditure of $5,000 for a package of parts available in Maryland, was approved. The package includes a bomb bay door actuating mechanism and other parts, all in excellent condition. Some of these parts would be excess to our needs, but will be useful for trading for something we do need.

President Meets with Wayne County Officials

President Whitfield reported on a meeting he attended with other officers and representatives of the Wayne County Airport Director. The discussion included the Wayne County Air Show and YAF activities which may impact upon the air show's financial success. The county hopes to see this event grow in stature as did the Detroit Grand Prix. They noted that 1991 will be the 50th anniversary of Willow Run Airport, and that should provide opportunities for many events in commemoration thereof.

They also noted that the presence of military static aircraft displays at YAF events in the past could have resulted in diminished public support for the Wayne County Air Show. Accordingly, all future requests to the Department of Defense for military aircraft, other than in support of the Wayne County Air Show, must have the prior approval of the Airport Director.

In other action, Whitfield appointed **Dick Bodycomb** to the position of Grants Manager, to pursue the acquisition of grants from any source for the furtherance of the aims and goals of the YAF. He will be assisted by **Ray Hunter** and **Betty Watson**, who have already started on a project.

Division News

The divisions are well along with preparations for the upcoming air show season. The **Northeast Division**'s mobile turret will be set up at Teterboro Airport for Armed Forces Day (May 19-20) to complement the appearance of the restored B-24J, *All American.* For an update on the NED's relocation, see Division News on page 19 of this issue.

The **Mid-Michigan Division** has been deluged with requests for the YAF Tri-motor to participate in area parades. They are working with the Saginaw Valley Division on participation at the Tri-City Airport Open House. The MMD Council approved the purchase of deceased member **Lou Hook**'s hangar at Dalton Airport, but there was insufficient support for the purchase of his Ryan Navion. (see March/April *Yankee Wings*, page 15 for more details.)

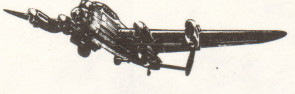
The **Saginaw Valley Division**'s SNB-1 restoration is essentially complete. Taxi tests were completed, and the granting of an airworthiness certificate is anticipated. Their L-2 fuselage has been moved into the hangar, and its wings have been set up to be worked on. Division personnel are looking for showcases for use in a small museum and retail sales area.

Representatives of the **Willow Run Division** and the Detroit School of Aeronautics have met to explore common interests. DSA is planning to relocate, and items which do not support their future plans may be donated to the YAF. The school has also agreed to rebuild the wings of the *Osprey*. ✪

From The YAF Security Committee

It's a little late, but better late than not at all. Somewhere in my haste I misplaced this note for *Yankee Wings* for recognition of the Civil Air Patrol for their participation in our 1989 Founders' Day. Thanks to all of the cadets, seniors and officers who so kindly gave their time and energy. The Yankee Air Force is most grateful.

Thank You,
Yankee Air Force



Security Note:
Make sure all solvents and cleaning fluids are in proper and labeled containers.

RESTORATION NEWS

by Nancy Lockwood

C-47 Annual Inspection on Schedule

The C-47's annual is nearly complete after four months of a microscopic inspection by **Fred Lockwood**.

The first weekend of January the annual C-47 inspection was started with an engine run-up. Extensive engine inspection and repair followed. Number 4 cylinder on the left engine was removed, repaired, and reinstalled due to a worn out prop pulley bracket that attached to it. A new primer system was installed on the right engine. On the landing gear a new latch mechanism was re-rigged.

All major control surface cables were low on tension and required retensioning and re-rigging. Calendar and time change items were complied with, as well as A.D. note compliance, and numerous inspection discrepancies that were found.

In a unique twist, this inspection uncovered a red "Remove Before Flight" streamer attached to an O.D. color pitot cover in new condition, found in a nearly inaccessible location in the belly of the aircraft. It was carefully extracted with a tool (mechanical fingers) by **Don Burke.** This is believed to have been lost in this area since the original flooring was installed under the radio racks, April 1945!

Additional YAF members helping with the annual were: **Norm Ellickson** A&P, **Earl Makolin** A&P, **John Ward** A&P, **Charlie Greenwald, Earl Hewett, Frank Modlinski, Al Dallape, Hal Ratzlaff, Tye Winkel, Brian Moering. June Miller** repaired the draft curtain, as she had sewn all the previous headliner.

If anyone knows where to get more of this green quilted material, call us. We need more, both for the C-47 and also for the B-17.

April 21, 1990 the C-47 was given a preliminary leak check, run-up and checked out fine, then the cowling was put on. All that is left is a full, complete engine run-up and the magnetic compass swung. Washed and polished for the airshow season, the C-47 will then be ready to be turned over to Flight Operations.

The C-47 flew 75 hours in 1989. 500 maintenance hours were required for this year's annual.

The positioning of a C-47 and a P-51 could have occurred on a number of airfields across Europe and Asia from 1944 and on. In fact, YAF members are unloading *Yankee Doodle Dandy* to set up for another airshow, sometime in 1988. (YAF Photo)

Pembroke Report

by Robert Fenner

There has been no real work done on the aircraft in the past month because almost all the committee people are working on the search committee or other projects. The new tire has been mounted onto its rim, and all we need is a great weekend to pack the wheel bearings, mount the tire and prepare to move the aircraft to its normal tie-down.

Following the mounting of the tires, packing of the bearings and movement back to the tie-down, run-ups of the engines will begin. It's been a long time since those engines have been turned over; it'll be good to hear them run again.

I have been in contact with the new owner of the Pembrokes in California, and he assures me that when he gets all his parts inventoried, he will let us know what he has that we may be able to use. At present he's getting his bird ready for the air show season.

Yankee Lady Restoration

by Nancy Lockwood

The *Yankee Lady* has been repositioned in the hangar, facing toward the North end, which facilitated the installation of the outer wing panels, complete with red group markings and national insignia. The aircraft was washed, and a temporary floor was installed for Memorial Day visitors. The No. 2 engine is at John Sanders' company in Minneapolis, MN, awaiting overhaul. A bad carburetor and four cracked cylinders were found by the maintenance crew.

There is still much work that needs to be accomplished before the *Lady's* final roll-out, now planned for summer, 1991. If you yearn for the experience of working on a B-17, you may never have another opportunity. The B-17 crew's formal meeting begins at 7:30 pm, the second Wednesday of each month, however smaller groups are at work every Saturday and many evenings. ✪

YANKEE AIR FORCE, INC.
YANKEE AIR MUSEUM

NATIONAL HEADQUARTERS
P.O.BOX 599
BELLEVILLE, MI 48111-0599
(313) 483-4030
Located on the EAST side of
Willow Run Airport off Beck Road

The Yankee Air Force is not a military organization or a branch of the U.S. Government

MEMBERSHIP APPLICATION FORM

MINIMUM AGE (18)

Please Print

Name _____ Home Phone ( ) _____

(Badge Name) _____

Mailing Address _____ Office Phone ( ) _____

_____ Date Of Birth _____

City State Zip

Occupation _____ Retired YES NO (please circle)

Employer _____

Introduced by _____ (Member name and number)

(Not required for membership)

Division - ☐ Willow Run ☐ Mid-Michigan ☐ North East ☐ Saginaw Valley ☐ Wisconsin/Illinois ☐ Atlantic Coast

Type of membership requested: (check one)

- ☐ **General - $45** ($35 dues, $10 initiation fee)
- ☐ **Associate - $35** ($25 dues, $10 initiation fee)
- ☐ **Lifetime** (one time dues $500)
- ☐ **Senior Lifetime** (60 Years or Older) (one time dues, $250)
- ☐ **Conditional Life Membership Available** (regular or senior)
- ☐ **Corporate** (annual dues $500)

☐ VISA ☐ MasterCard Signature _____

Account Number | | | | | | | | | | | | | | | | Exp. Date _____

Total amount enclosed: $_____U.S. Funds only

I understand that my name, address and telephone numbers may be given to Yankee Air Force Members. (For Yankee Air Force Business only)

Applicant's Signature_____ Date_____

All Volunteer, Non-Profit Organization
All contributions are tax deductible as provided in U.S. tax law.
Please fill out other side of form.

REVISED JUNE 1, 1989

Check the activities below which you are willing to participate in:

(Please number in order of preference)

- ☐ Aircraft Acquisition
- ☐ Aircraft Recovery / Restoration
- ☐ Flight Operations (Pilots / Mechanics)
- ☐ Finance / Gift Shop (Sales & Cashiers)
- ☐ Museum Tour Guides
- ☐ Museum Display / Development
- ☐ Hangar Restoration / Operation
- ☐ Publications
- ☐ Special Events
- ☐ Secretarial / Word Processing
- ☐ Administration
- ☐ Photography
- ☐ Programs (Membership Meeting)
- ☐ Public Relations / Publicity
- ☐ Accounting
- ☐ Membership Staff
- ☐ Fund Raising
- ☐ Security / Fire Prevention / Safety
- ☐ Library Staff
- ☐ Janitorial / Housekeeping
- ☐ Grounds Keeper
- ☐ Legal Advisor

Would you be willing to volunteer your services in areas other than indicated above? ☐ Yes ☐ No

Please list any special expertise you have or contacts which might be beneficial to the location, restoration, or flying of vintage aircraft; restoration and maintenance of buildings or hangars; administrative, legal, engineering, publicity, etc._____

_____

_____

_____

How did you first learn about the Yankee Air Force?_____

The following information is optional:

Are you a pilot?_____ Total Flying Hours_____

What types of aircraft have you flown ?_____

_____

Ratings_____

Are you a certified mechanic?_____ Rating_____

What aircraft, engine, or instrument types have you worked on?_____

_____

_____

_____

Comments or additional information you would like to submit: _____

_____

_____

DIVISION NEWS

MEMBERSHIP REPORT

by Charlie Lingenfelter

Welcome to the 25 new members who joined the Yankee Air Force since my last report in the March/April issue of Yankee Wings.

Willow Run Division: #3492 Eugene A. Wolfbauer, #3493 Leland H. Williams, #3494 Robert J. Falsey, #3495 Edwin E. Rice, #3496 Bryan Foley, #3497 Gerald S. Hossler, #3498 Joseph Blanton, #3499 John Venus, #3500 Delbert M. Hancock, #3501 W. Philip Vansant, #3503 Patrick T. Conway, #3504 Walter Moring, #3505 Forrest Eblen, #3506 Mark Halseth, #3507 Donna Teliczan, #3508 Art Ellico, #3509 Michael F. Mahanor, #3510 Leslie W. Farr, #3511 Geoffery Perkins, #3512 Cleo S. Friend Sr., #3513 Craig Pearson, #3514 Walter Kline, #3515 Michael F. Fronimos and #3516 R. Darryl Carpenter.
Saginaw Valley Division: #3502 Aloysius Moszyk

Attention

A Membership Application Form is being published in this issue of the *Yankee Wings* for your use in enlisting a new member. Please remove it from this publication and promise yourself that you will sign up at least one new member this year. A membership in the Yankee Air Force can make a very suitable gift for a relative or friend.

Status of Northeast Division Relocation Plans

During the course of the airport survey (see last two issues of *Yankee Wings*), an attractive offer was extended to the **Northeast Division** by Mr. H.V. Pat Riley, Executive Director of the New Jersey Aviation Hall of Fame (NJAHOF) located at Teterboro Airport. The offer would permit the NED to place a 40 foot by 10 foot or a 50 foot by 12 foot trailer directly adjacent to the NJAHOF building, rent-free, however NED must pay utilities, and the structure would have to be painted to conform with the scheme of the NJAHOF building. There is an added understanding that when the large addition to the NJAHOF building is completed, that the NED museum will have a place there at nominal cost.

The NED Council voted to approve the offer, however it must also be accepted by the NJAHOF Board of Directors and Pan American Airlines, who are the landlords of Teterboro Airport. In anticipation of these approvals, NED members are looking for a suitable trailer. It was also noted that the area occupied by the former NED Museum was approximately 40 feet by 14 feet.

The NED Announced the appointments of **Hank Gablemann** and **Bill Bielauskas** to fill council vacancies in February. ✪

Time Flies

Members eligible to stand for election to YAF offices in October, 1990, must complete and return the National Election Nominating Form by June 30, 1990 to the Election Committee, according to Chairman **Richard Porch**. Candidates will be announced at the July 1990 General Membership meeting.

Any election procedural questions should be referred to the Election Committee. ✪

Reunions...

38th Bomb Group
Sept. 12-16; Dayton, Ohio
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Canoga Park, CA 91306
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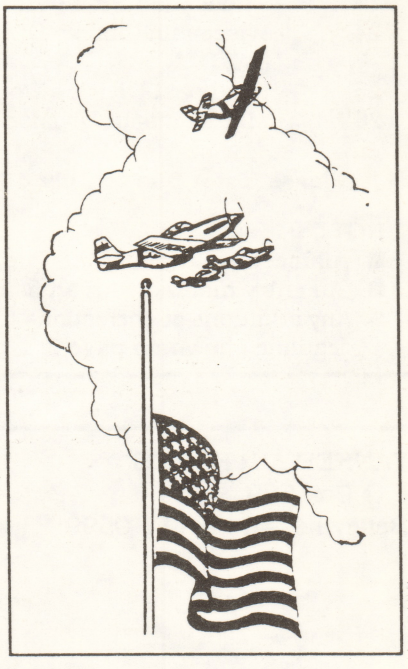


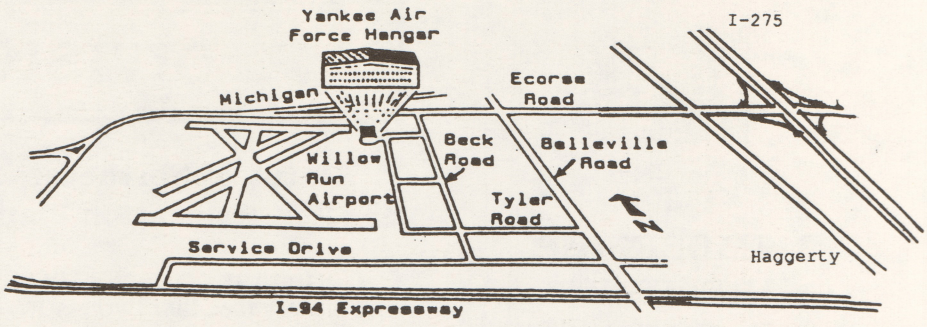
In Memory.....

Arden G. Roeske
(YAF # 2877) April 5, 1990

John Ormiston
(YAF #3259) March 23, 1990

YAF HEADQUARTERS - WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

JULY 1990

5	- Wisconsin/Illinois Division General Membership (WI/IL)
7-8	- Kalamazoo Air Show
10	- Saginaw Valley General Membership (SV)
10	- Membership Staff (WR)
11*	- Headquarters Division General Membership (WR)
11	- Mid-Michigan General Membership (MM)
12	- B-17 Crew (WR)
14	- Security Committee - 10:00 (WR)
14	- Static Restoration Crews - 2:00 (WR)
17	- Saginaw Valley Division Council (SV)
18	- National Board of Governors (WR)
18	- Northeast Division General Membership - 7:00 (NE)
19	- Publication Staff (WR)
24	- Wisconsin/Illinois Division Council - 7:00 (WI/IL)
25	- Northeast Division Council (NE)
25	- Mid-Michigan Division Council (MM)

AUGUST 1990

1	- Headquarters Division General Membership (WR)
2	- Wisconsin/Illinois Division General Membership (WI/IL)
8	- Mid-Michigan General Membership (MM)
9	- B-17 Crew (WR)
11	- Security Committee - 10:00 (WR)
11	- Static Restoration Crews - 2:00 (WR)
14	- Saginaw Valley General Membership (SV)
14	- Membership Staff (WR)
15	- National Board of Governors (WR)
15	- Northeast Division General Membership 7:00 (NE)
21	- Saginaw Valley Division Council (SV)
22	- Mid-Michigan Division Council (MM)
28	- Wisconsin/Illinois Division Council 7:00 (WI/IL)
29	- Northeast Division Council (NE)

* **Please Note: Due to July 4 holiday, the Membership Meeting was moved to July 11.**

NOTES:

- All meetings begin at 7:30pm, unless otherwise noted.
- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on page 2.

YANKEE AIR FORCE
P.O.Box 599
Belleville, MI 48111-0599

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